REMARKS

Claims 1-30 remain in the application.

In the Final Office Action the Examiner rejected Claims 1 and 3 under 35 U.S.C. § 102(b) as being anticipated by U.S. Patent No. 4,781,517 issued to Pearce. As to Claim 1, the Examiner stated that Pearce discloses a modular apparatus for performing a process on an object conveyed to and from a location comprising a pair of frame rails (the element which items 525 are attached to, visible in Figs. 16, 17 and 18, are frame rails), each said frame rail extending on an opposite side of a location and general parallel to a path of conveyance of an object through the location, at least two legs (visible in Figure 18) attached to each of the frame rails for supporting the frame rails above a plane of an upper surface of the object at the location, at least one cross support member (visible in Figures 17 and 18) connecting the frame members together to form a rigid frame structure with the legs, at least one robot arm (items 525) mounted on an associated one of the frame rail, the robot arm being movable along the associated frame rail (see column 6, lines 59-65), and a tool mounted on the at least one robot arms for performing a process on the object whereby the at least one robot arms move the tools relative to the object enabling the tools to perform processes on the object. The Examiner further stated that as shown in figure 17, both frame rails cannot move relative to each other, and both frame rails do not move relative to said frame. As to Claim 3, the Examiner stated that Pearce discloses that the robot arms are positioned in opposition to provide symmetric processing to the object (see especially Figures 17 and 18).

A copy of each of Figs. 17 and 18 from the Pearce patent is reproduced on the following pages with the bridge members that the Examiner says are "frame rails" identified with the reference letters "A" and "B". Contrary to the Examiner's statement, the bridge members A and B do move relative to each other and relative to the frame. Figs. 17 and 18 are plan and front elevation views of a front door mounting station with car bodies moving right to left in Fig. 17 and moving toward the viewer in Fig. 18. As shown in Fig. 17, the bridge member A and robot carrier 525 on the passenger side (upper) of the car bodies is positioned adjacent to the associated inner accumulator 500 while the bridge member B and robot carrier 525 on the driver side (lower) of the car bodies is positioned over the associated inner accumulator 500. As shown in Fig. 18, the bridge member A is positioned over the accumulator 500 while the bridge member B

is in approximately the same position as in Fig. 17. Clearly the bridge members A and B must move relative to the frame independent of one another to deliver the car front doors from the associated accumulators 500 and the door openings in the car bodies and return to the accumulators.

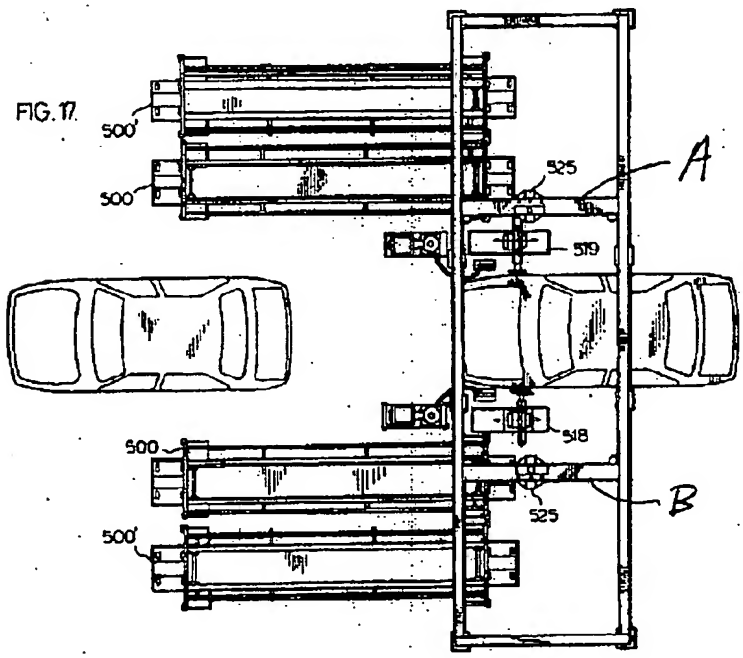

FIG. 17.